

THE ILLUSTRATED LONDON NEWS

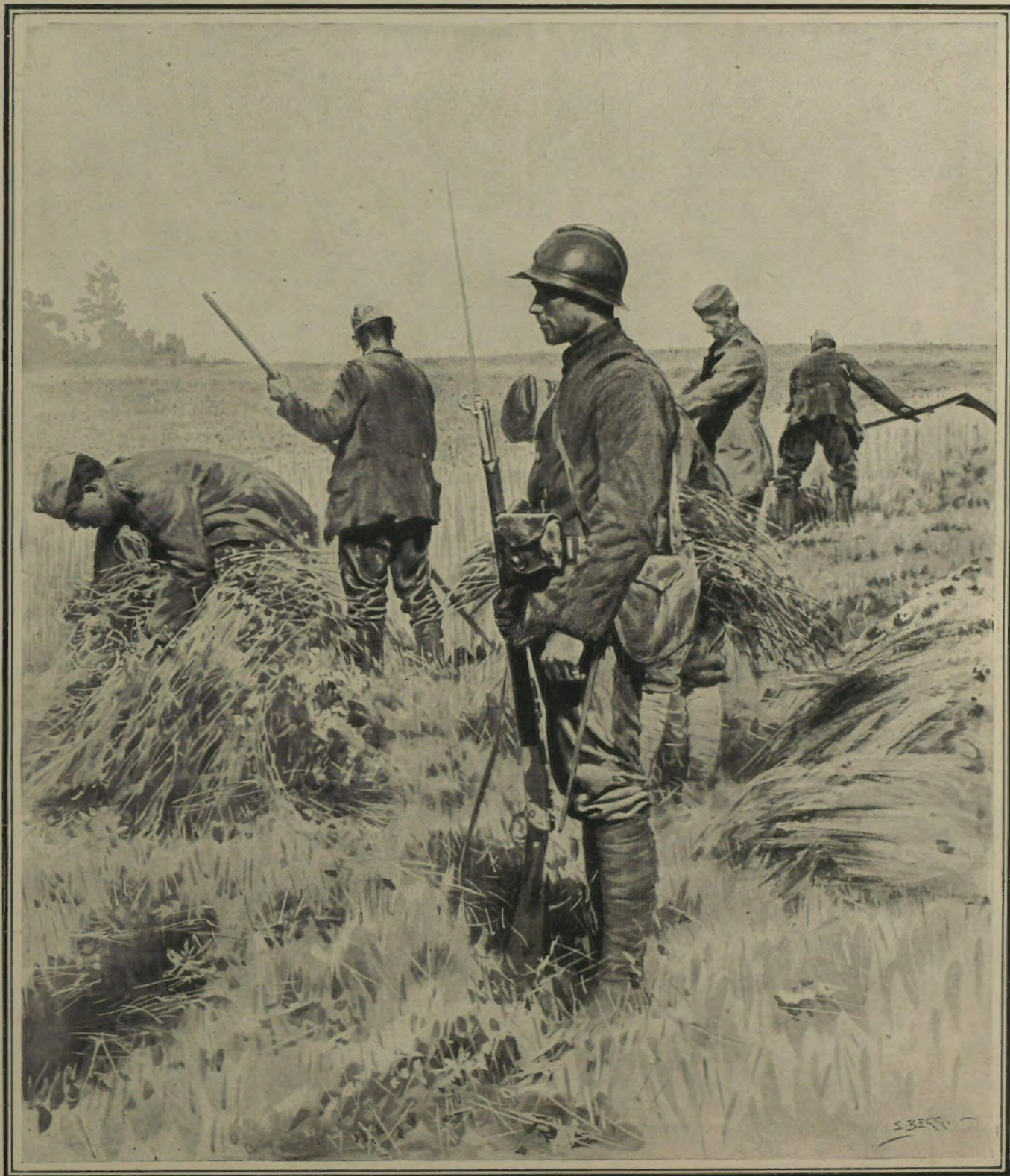
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STRAIGHT FROM BATTLEFIELD TO HARVEST FIELD: GERMAN PRISONERS OF THE FRENCH SET TO WORK
ALMOST IMMEDIATELY AFTER CAPTURE.

The French wisely lose no time in utilising the services of German prisoners for the vital task of gathering in the harvest. "Almost immediately after capture—that is, as soon as ever they are in a fit condition—the prisoners are sent into the harvest fields and set to work upon the corn. If it is not exactly a case of turning "swords into ploughshares,"

it is an equally rapid change from the arts of war to the arts of peace as regards the men, and, doubtless, they find it more pleasant to be wielding the scythe than the rifle and bayonet. In our illustration, some German prisoners taken by the French are seen at work cutting corn under an armed guard. No delays have been allowed.

DRAWN BY S. HEGG AFTER A FRENCH OFFICIAL PHOTOGRAPH. COPYRIGHTED IN THE UNITED STATES AND CANADA.

IN THE WAKE OF VICTORY: TROPHIES, DECORATIONS, AND TANKS.

FRENCH OFFICIAL PHOTOGRAPHS.



AN EFFECTUAL SHELTER DURING BOMBARDMENT: THE ENTRANCE TO A CHALK QUARRY ON THE MARNE FRONT.



SOME OF THE 1000 GUNS REPORTED CAPTURED IN THE ALLIED OFFENSIVES: TROPHIES AT VILLERS-COTTERETS.



A FRENCHWOMAN'S CROIX DE GUERRE: SALUTED BY GENERAL GOURAUD—A KISS ON THE CHEEK.



AN AMERICAN GIRL AMBULANCE-DRIVER AWARDED THE CROIX DE GUERRE: SALUTED BY GENERAL GOURAUD—A KISS ON THE HAND.



REFUGEES FROM THE AISNE FRONT: FRENCH PEASANT WOMEN BROUGHT INTO SAFETY ON A RAILWAY TRUCK.



THE "SANS PITIE" AND SOME OF ITS FELLOW-TANKS: A GROUP OF FRENCH CHARS D'ASSAUT PARKED IN A RUINED VILLAGE.

These photographs illustrating various scenes in the war area in France may be left, for the most part, to tell their own story. As regards the captured war material shown in the right-hand one at the top, it may be mentioned that by August 13 the Allies were reported to have taken altogether, in the two recent offensives, over 1000 German guns and 70,000 prisoners. In the two central photographs, General Gouraud, who commanded the French troops east of Rheims, is seen at a bestowal of decorations saluting two

brave women awarded the Croix de Guerre—one a French postmistress, the other a girl driver of an American ambulance car. In his Order of the Day to the 4th Army after checking the enemy's offensive in Champagne, General Gouraud said: "You broke the effort of 15 German divisions, strengthened by 10 others, which had received orders to cross the Marne. . . . That was a hard blow for the enemy, but it was a good day for France . . . and with all my soldier's heart I thank you."

"THE FRENCH SOLDIER AS HE GOES INTO ACTION": GLORIOUS *ELAN*.

FRENCH OFFICIAL PHOTOGRAPHS.



1. MOVING THROUGH CORN AND BRUSHWOOD: A COMPANY OF FRENCH INFANTRY ADVANCING TO ATTACK ON THE MARNE FRONT.

The traditional gallantry of the French soldier has been gloriously maintained in the present war. Describing a typical instance during the first day of the Franco-British offensive east of Amiens, Mr. H. Perry Robinson writes: "It was a curiously moving experience to-day to pass, as I did, almost in a step from the zone of khaki to the

2. CLIMBING A STEEP BANK THROUGH WOODS ON THE MARNE FRONT: A FRENCH COMPANY STARTING FOR A *COUP DE MAIN*.

zone of blue. I have never yet found words adequately to express my admiration of the bearing of the French soldier as he goes into action, and though the experience is now familiar, the impression was as deep to-day as ever. Victory was in the air. As one watched the French infantry it was impossible to conceive of them except as victors."



By G. K. CHESTERTON.

THE German Emperor, in a message to the Finns, has been proclaiming himself as peculiarly the friend of small nationalities. Nor would it be difficult to define more than one special sense in which it is true. The Kaiser is so exceedingly fond of small nationalities that he desires all other nationalities to be as small as possible. Fearing that France may suffer from a loose and embarrassing largeness, he is prepared to take and keep two extensive and important French provinces; and is commonly credited with the intention of taking and keeping more. Lest Serbia should lose that precious and gem-like smallness which has aroused all his affection for that country, he encouraged the Austrian Imperialists to seize two large districts, Serbian in character, which would naturally have become part of a greater Serbia—but one which would have been for him a less admirable, a less adorable Serbia. We might reasonably expect this process of perfection by reduction to go on almost indefinitely, if circumstances permitted. For there are considerable territories to be taken away from France, England, and Italy before any of them could be called a small nationality in the finest and most fastidious sense. In America and Russia, of course, there is even more room for such a scheme of improvement; and in Russia it has already begun. If Teutonic progress proceeds at its present rate, it looks as if the nationality of Russia like the shadow in the nursery poem, will get so little that there's none of it at all. Nor does there seem to be any moral difficulty, or anything except a slight military difficulty, about applying the same programme to America. Were it not for the inconvenient conduct of various persons on the Ourcq or the Vesle, we might expect to hear of Pennsylvania, Philadelphia and Virginia successively pruned away from the confused and shapeless map of the United States, until some compact corner of South Carolina could be left in the happy and undisputed condition of a small nationality.

But there is another method of expressing an enthusiasm for small States which the modern Prussian has lately pursued with equal energy. He proceeds to cut up the old States to make up new States; and thus expresses his sense of the sanctity of national traditions. He proclaims nationalism for the Ukraine, which nobody ever heard of before as a nation; and to create it he carves off a large piece of the national territory of Poland, which everybody knows to be a nation. He proclaims a new patriotic community of the Flamands, unknown to everybody except himself; and in the name of this he destroys the existing patriotic community of the Belgians, and

seizes their territory for himself. The situation contains not a few elements of humour; and perhaps the most humorous part of it is the fact that even these little nations, which he has created to love him, do not seem to love him very much. Even these States which he claims to have emancipated, and which he has really invented, appear to be places in which he is neither comfortable nor popular, nor even particularly safe. He has not got much good by drawing a pedantic ethnological distinction between Belgians with Flemish names and Belgians with French names—if we may judge by the representative men of genius who bear the very Flemish names of Cammaerts and Verhaeren

no sense of frontiers. They have proved their utter indifference to all nationalism in a hundred shameless invasions, from their earliest forays to their latest violations of neutrality. The German diplomatists cannot make their new nationalism look natural, or disguise the fact that it is new. But a very practical truth may be learnt from the fact that it is new, and especially from the fact that it is hasty. The cult of small nations is in flat contradiction to the whole historic trend of German thought, to the truth as taught by every representative German thinker. The Prussian was the chief preacher in Europe of the necessity of omnivorous empires, the professor who proved most conclusively that the small States must be swallowed up by the large ones. If the Prussian is now paying court to the little nations, his language does not mean what it says; but it means something which is, for us, by no means altogether irrelevant. It means that he is beaten.

The true case for the small nations, and the true profit of their presence in the civilised world, is itself a criticism of some of the internationalist fancies in which some of our friends indulge. To judge by the ideal outline of it drawn by some of them, the real objection to a League of Nations is that it will not be a League of Small Nations. Perhaps we may put the point more fairly if we say that it can only be tolerable if it can be, among other things, a League of Small Nations.

It is very hard to make government representative when it is also remote. It is easy to say that Norwich or Northampton are represented on a committee at the North Pole; but they will never themselves rule there, as they can rule in Norwich and Northampton. And the very good government we find in small States, as in Belgium or Switzerland, may not prove that all states should be small, but does prove that the small State should remain as a corrective, if not as a model. The Germans do not believe in small nations, because the Germans

do not believe in anything except organisation. They hold that Northampton can be ruled from the North Pole; but their opinion will not be shared by those who live in Northampton. Precisely because Germans believe in anything that is organised, they do not believe in anything that is organic. They do not see that the smallest city may mean the greatest citizen; strangely enough, they do not see it even in their own history. For one fact is plain in every department—in literature and politics, in arts and arms. It is that, since Germany was a great Empire, there has not been a single great German.

The simple truth is, of course, that no Prussian has the remotest notion of what is meant by a nationality—least of all a small nationality. Prussians, like most barbarians, are imperialistic almost in the sense of being nomadic; they have



THE PREMIER'S VISIT TO SOUTH WALES FOR THE EISTEDDOD: MR. AND MRS. LLOYD GEORGE IN A GROUP AT MAES-Y-GWERNEN HALL.

During his visit to South Wales for the Welsh National Eisteddfod at Neath, the Prime Minister was the guest of Mr. T. J. Williams, M.P., at Maes-y-Gwernen Hall, near Swansea. In the group Mr. and Mrs. Lloyd George are seen in front on the left, while on the right in front is Mr. T. J. Williams, with Mrs. Williams and her little daughter behind him, and behind them again, Miss Megan Lloyd George. Standing at the back (l. to r.) are Mr. Townyn Jones, M.P., Sir Vincent Evans, and Sir Frank Edwards.—[Photograph by Newspaper Illustrations.]

THE "LINEAGE" OF THE ALLIED COMMAND: MARSHAL FOCH AND HIS EXECUTIVE GENERALS.

PHOTOGRAPHS BY FRENCH OFFICIAL, BASSANO, AND RUSSELL; PORTRAIT OF GENERAL DEBENEY BY LUCIEN JONAS.



We have endeavoured on this page to explain, as far as has been made known, the relative commands of the various Allied leaders engaged in conducting the recent victorious battles on the Western Front, for the benefit of any of our readers who may have found the subject confusing. The guiding brain of the whole operations is, of course, Marshal Foch, who was appointed last April to co-ordinate Allied strategy on the Western Front, and has come to be known as Commander-in-Chief of the Allied Forces, thus realising the long-desired unity of command which has proved so signal a success. Under his direction are com-

manders of groups of armies—Generals Pétain and Fayolle, on the Aisne-Marne front, and Field-Marshal Sir Douglas Haig on the Amiens front. Under them, again, are the Generals in command of separate armies in action at different sections of the line—on the Aisne-Marne front Generals Berthelot, Mangin, Dégoutte, and Gouraud; and on the Amiens front Generals Sir Henry Rawlinson and Debeney. On the Amiens front the 3rd French Army, under General Humbert, came into action at a later stage of the offensive, and made good progress towards Lassigny and Noyon.

THE DESTRUCTION OF U-BOATS.

By FIFERAIL.

FOR reasons that must be perfectly obvious, the Admiralty has consistently refrained from the publication of exact figures relating to the destruction of enemy submarines. The policy is unquestionably sound, but it has led to exaggerated estimates by the public, and consequently, now that a gross figure has been disclosed, to some amount of disappointment, which, it may be said, is totally misplaced. Mr. Lloyd George has told us that since the beginning of the war the Navy has accounted for a round number of 150 U-boats.

Now, the actual numbers destroyed are not the most important factor. What counts is the actual proportion of submarines sunk or captured to the total number in commission at the outbreak of war or completed and commissioned since. The figures, so far as they are actually available or can with safety be assumed, are more than a little instructive. In August 1914, Germany had actually 28 submarines in commission, with another 10 in various stages of construction. We know that it was not until after Christmas of that year that the Germans

had made up their minds that the war was going to be a long business, and it is clear, therefore, that they would not have embarked upon a large and accelerated programme of U-boat construction.

It is thus safe to assume that it was not until March of 1915 that they began to build in earnest. Admiral von Capelle has given us the key to the German rate of construction—which has been amply confirmed from contemporary enemy naval records. Before the war the average time for the building of a submarine was 27 months; but that has been reduced to not more than 15 months, though, to be safe, we can put it at 12 months.

But an accelerated programme such as Germany may be assumed to have begun in 1915 takes time to become fully effective, and we can further deduce that it would not be until April or May of 1916 that she really achieved a large output, and there is a large amount of collateral evidence to show the correctness of this deduction. From the direct evidence available,

in addition to what we can deduce, we are able to arrive at the figure of, roughly, 330 U-boats actually completed since the beginning of the war, which, plus 28 already in commission, gives us a figure of 358 altogether. Of these we *know* that 150 have been destroyed; and if that were all, it would be a very satisfactory figure. But it is unquestionable that a further number have been sunk but not allowed owing to lack of sufficiently definite proof of destruction. The Admiralty is most conservative in this respect. For a U-boat to be given as definitely "out" the clearest proof has to be produced.

Again, as well as those which have been definitely destroyed, there must be at least 15 per cent. to be added for craft which have been so badly crippled as to be of no further use, but have struggled back home.

It is impossible, for the most excellent reasons, to do more than generalise, but the figures and deductions quoted are sufficient to show that the Navy is doing better than well in its campaign against the submarine.

THE CONSCRIPTION OF WEALTH.

By E. B. OSBORN.

THE conscription of wealth is a much-discussed and plausible plan for removing the burden of war indebtedness, the mere mention of which elicits a lusty cheer wheresoever a few earnest Labourites are gathered together. Inasmuch as the wealth of our country was estimated at £14,300,000,000 in 1914, it seems at first sight easy enough to seize enough of it to prevent the progress of social reform from being hampered by heavy taxation after the war.

The name is new, but the idea itself is very old. One of the early proposals of the kind was drawn up in 1720 by Archibald Hutcheson, who suggested a ten per cent. levy on the total value of all property, together with a like percentage on all salaries. After the Napoleonic wars many plans of the kind were suggested from time to time; and Ricardo, that famous economist, thought it might be advantageous to wipe out the National Debt once for all, provided the nation made up its mind never again to create fresh debt.

After the Franco-Prussian War, to take the last of these historic examples, Menier—the chocolate man—proposed a tax on fixed capital to re-establish French finances. Philanthropy at

other folk's expense seems to be a by-product of the cocoa-bean—I wonder why? Menier was treated as a bold, bad revolutionary; his books were not allowed to be sold on the public book-stalls, and he was pierced to the heart by the taunt: "De quoi se mêle-t-il? Où il reste donc à faire son chocolat?"

The British Bolsheviks' way of commending a general levy on property—if Labour be conscripted, why not Capital?—suggests a falsehood by suppressing the truth. Capitalists have been conscripted under the Military Service Acts as rigorously as labouring men. However, the artisan who has invested a portion of his increased earnings in War Loan Certificates is not likely to be led astray by this and other "class-conscious" arguments. His attitude to the political highway-men who demand your money and your life resembles that of the Lancashire banner-bearer in a Socialist procession, who was told that the grand Socialistic share-out would give every man £75, and said to his informant "Here, tak' t' pole thyssen! I's gotten £80 i' t' Co-op!"

After all, it can be shown that a wholesale levy on wealth of all kinds is impracticable. One-third of the national wealth consists of land,

buildings, and farming capital; and at least one-half of railways, mines, businesses, Government and municipal property. Any attempt to realise even a small percentage of the value of these fixed assets would resemble the sale of a bankrupt's stock. History provides a case in point on a minute scale. In 1640 the Crown lands and other forfeited properties were sold by the State, and the prices realised averaged twenty-five per cent. of the real value, in many cases only 10 per cent. being obtained.

The remaining one-sixth of the national property—capital invested abroad and household effects—could be more easily dealt with. But of the first item little is now left unmarketed, and of the second the State could not hope to get in more than a third of its valuation, less the huge cost of marketing, supposing the whole world came to the auction. And in the process the greatest of all our assets would have been shamefully cast away. None could ever again say what Defoe said in 1720: "While the public credit remains, we can never be said to be poor." We should have sold our reputation for honesty for one of the old songs sung in honour of the piratical Black Flag by impatient buccaneers on their way to Execution Dock.

ARCHANGEL.

By E. A. BRAYLEY HODGETTS.

WE have occupied Archangel! To the ordinary reader of newspapers this announcement conveys just the simple idea of a fact which may or may not have an important bearing on the war, but leaves him appropriately cold. In very truth the occupation of Archangel by us is in the nature of a recapture, because, before Russia had revolted and retired from the war, we had converted Archangel into a sort of base for the supply of stores and ammunition. Under our auspices the single-track railway to Vologda was made into a double line, and that means that through Archangel we had railway access to the whole of Russia, for Vologda is in railway communication with the Ural Mountains, and thence with Siberia as well as with Petrograd, Moscow, and thus with the whole of European Russia.

The least imaginative will easily understand, when this is borne in mind, how important it is that we should hold this ancient Russian port. History is repeating itself, for it was in the days of Queen Elizabeth that certain English adventurers visited Archangel and made that port the means of communication between England and Russia. Then, as now, the French were

associated with us in this enterprise, for it was the French explorer Cabot, then settled in Bristol, who first conceived the idea of this peaceful penetration. That idea of an enterprising Frenchman resulted in the formation of the Russia Company, which is still in existence. In those days, Archangel was an inhospitable region, but very soon the Russian monks, who had founded a monastery there, developed it considerably. I remember the visit of the late Hepworth Dixon to Russia. He visited Archangel, and much amused a Russian professor, a friend of mine, by describing the grapes which these monks grew in this semi-arctic region. But why should not grapes be grown there in the short but hot summer of those climes?

I had the privilege of knowing a governor of Archangel, a Russian gentleman who rejoiced in the French patronymic of Lafontaine. He was loud in the praises of his province, and described it as a land which could, in summer, be made to yield almost anything. Recently Mr. Lethbridge visited this district, and maintained that the gold reef of the Ural Mountains was probably continued right into this province, which is practically unexplored, in spite of the fact that it was

frequently visited by Peter the Great, who dreamed of making Archangel an important Russian port until he conquered from Sweden the swamp on which he erected his new capital.

The Archangel region represents a vast belt of primeval forests extending right up to the Ural Mountains. In these forests alone there is untold wealth of timber on the surface of the ground, only waiting to be cut down. From a military point of view, Archangel presents many interesting features. It is within easy access of the Murman coast, which is open to maritime traffic all the year round; and thus can always be reached winter and summer. From Archangel, as already pointed out, every part of Russia can be reached by railway, and thus it affords an important rallying-point for all Russians who desire to shake off the Bolshevik yoke. When the Bolshevik régime was inaugurated, it may be interesting to mention, the diplomatic representatives of the Allies made Vologda their headquarters. It is at Vologda that the best elements of the Russian nation may be expected to rally and meet the Allies. The Germans are, very naturally, much alarmed at these recent developments, which may have a very disconcerting effect on their plans.

KAMERAD! A PHOTOGRAPH TAKEN FROM INSIDE A FRENCH LIGHT TANK.



SURRENDERING TO A FRENCH CHAR D'ASSAUT: GERMANS HOLDING UP THEIR HANDS DURING A FRANCO-AMERICAN ATTACK.

This photograph was taken from the interior of one of the small and fast French Tanks known as *chars d'assaut Schneider*, during the Franco-American attack on Vierzy early in the great counter-offensive south of Soissons. The French light Tanks played a glorious part in the battle. They first broke through the enemy's lines and prepared the way for the infantry, whom they then accompanied in their advance. Owing to their remarkable rapidity of manœuvring, and the daring of their crews, no obstacle could

stop them, and they attacked hostile batteries and centres of resistance under heavy fire both from machine-guns and special anti-tank guns concentrated upon them. Each section of Tanks reduced, on an average, from 15 to 20 German machine-gun posts; while with their own machine-guns they spread havoc in the enemy's ranks and filled his trenches with dead. They also secured large numbers of prisoners. The value of the light Tanks was thus put beyond all doubt.

THE WORLD OF FLIGHT

AMERICAN AVIATORS AND AIR MECHANICS.

By C. G. GREY,
Editor of "The Aeroplane."

RECENT official communiqués dealing with the Second Battle of the Marne lay special emphasis on the good service done by American fighting pilots. The beauty of the American system is that, when a mistake in policy is discovered, the American "cuts his losses" and starts out on a new line of action at once. Consequently, when it was found that the American aircraft programme had gone wrong, the American military authorities cut their losses in that direction, turned all their available factories on

and jigs needed for the production of goods on automatic or semi-automatic machines. They are as important as draughtsmen and designers, and are paid as such.

Between them and the mere factory operatives working almost entirely on piece-work, there is an immense gap. The operatives are mere machine-minders, erectors, or assemblers. They do one job day in, day out, possibly for years. They draw big money, because they are highly skilled at their one job, and are paid generously according to the results of their work. The American manufacturer has the sense to see that, if he gets a corresponding amount of work out of a man, it does not matter whether the man is drawing forty shillings a week or twenty pounds. And the American workman has the sense to earn all the money he can get—therefore he goes for output for all he is worth.

They are better educated, so far as school education goes, than are the majority of the men from whom they are learning. Moreover, much is being done by the American Y.M.C.A. to help their aeronautical education. The Y.M.C.A. people have organised a regular library system by which the latest and best books on aeronautical subjects and the leading aeronautical papers are circulated to all the detachments of American mechanics in Great Britain, and one imagines that the same thing is being done for those in France and Italy. Here again the American authorities are showing sound commonsense, and one does not know of anything of a similar nature being done by any other of the Allied Services.

The result of all this is that the training of American pilots, observers, machine-gunners, bomb-droppers, and mechanics is proceeding at a pace which corresponds with the training of the rest of the American Army. How good that training is has been proved by the work of the American troops in General Pétain's offensive on the Tardenois salient. Therefore it is not surprising to find American aviators doing their full share in bringing down Huns. Given aeroplanes and engines which are as good as those of the other belligerent nations, and given mechanics who are as clever at keeping them tuned up to concert-pitch, the American aviators are very well able to give a good account of themselves in air-fighting.



THE WAR IN THE AIR: THE "SIGN" OF A TWIN-MOTOR GOTHERA BROUGHT DOWN BETWEEN DUNKIRK AND ST. OMER.

to building school aeroplanes and engines, and set to work to produce pilots.

The American Government did not wait for home-made training machines to be built. It simply took the applicants in batches of hundreds at a time, and packed them off to Europe to be trained at the British and French and Italian training aerodromes on the machines of the country in which they were being trained. It kept enough of them in the States to use up all the American-built training machines as fast as they could be built; and, as the output of such machines and their engines increases, so the number of aspirant-aviators who are kept at home for their training is increased also.

There is one thing about the American: although he makes colossal mistakes, chiefly through being in a hurry, he is full of commonsense, and he generally does the sensible thing. And one of the most sensible things the American authorities have done is to realise that an aeroplane needs mechanics to keep it in the air, as well as a pilot to fly it. The problem of supplying mechanics has been tackled in the same commonsense way as has the supplying of pilots.

One of America's difficulties is that the mechanic, as understood in France and England, practically does not exist in the United States. The French and British aeroplane-mechanic is a man who can do any old job. He can use a file or a chisel or a lathe or a drilling-machine with equal facility. He can handle solid metal or sheet metal, tubing or wire, with equal ability. At a pinch, he can operate on wood-work, or can fit and stitch aeroplane fabric. As a rule, he has learned his variegated knowledge in a motor-garage or a bicycle shop, or in a small factory where everybody has to do a bit of everything.

The American industrial system, with its intense specialisation, has practically abolished the all-round mechanic. In an American "automobile plant" the operatives are clearly divided into the tool-shop hands and the ordinary workers. The former are immensely highly paid and highly skilled specialists who make the elaborate tools

very limited knowledge of practical mechanics. He may have earned his fifty dollars a week fitting hundreds of cylinders a day to Ford cars, but that has never taught him how to adjust the valves of a Rolls-Royce aero-engine; whereas the ordinary garage-hand from a little English country town—who was getting, perhaps, thirty shillings a week—has probably had, at one time or another in the five or six years before the war, specimens of pretty nearly every make of car, French, Italian, German, and British, through his hands. Consequently, the English mechanic picks up all the tricks of tuning an aero-engine in remarkably quick time, whereas the highly paid hand from an American automobile plant has to learn everything from the beginning. The American tool-shop specialists are, of course, kept in America to arrange for the output of American aero-engines and to give the Allies that immense quantity-production which has been promised.

Now here again the American authorities have shown their commonsense. As in the case of the pilots, instead of trying to do all the training themselves, they have sent their air-mechanics who are to be in thousands to Europe, utterly untrained, but extraordinarily keen, and astonishingly willing to learn. Consequently, at every aerodrome in Europe one finds batches of American Air Service privates (or enlisted men, as they are called in the States) working alongside French or Italian or British air-mechanics, drinking in the knowledge which the older hands have accumulated. And those Americans are mighty quick to learn.

The result, however, is that the factory operative, though well paid, well fed, and well read, has a

People are rather apt to forget that the biggest war the world has ever seen, up to this present war, was the American Civil War of the 1860's. Even in the Napoleonic wars the number of men engaged was not so great. Napoleon's army which invaded Russia numbered less than half a million, including all his allies, and, if one included supports and reserves between Russia and France, it was probably under a million; whereas, if one's memory is not badly at fault, the army of the Northern States alone numbered over two millions in the Civil War.



THE WAR IN THE AIR: FIVE BOMBS REMOVED FROM THE WRECKAGE OF A GOTHERA BROUGHT DOWN BETWEEN DUNKIRK AND ST. OMER.

Moreover, the born American is descended from ancestors who were sufficiently brave and adventurous to leave Europe and fare forth into the New World. The American by adoption has also something of the same venturesome spirit. Initiative is, above all things, necessary to the successful aviator, who has to depend on himself rather than on the immediate proximity of his fellows. Therefore, if any man is by nature intended to be an aviator, it is the American; and the behaviour of the first American aviators in this war indicates that the American will prove true to his breeding.

"SEVERAL THOUSAND PRISONERS HAVE FALLEN INTO OUR HANDS."

BRITISH OFFICIAL PHOTOGRAPHS.



DEALING WITH GERMAN PRISONERS CAPTURED ON THE BRITISH FRONT: IDENTIFICATION BY PAPERS AND PERSONAL BELONGINGS.



A TYPICAL INSTANCE OF SURRENDER DURING A BRITISH ADVANCE ON THE WESTERN FRONT: A GERMAN EMERGING FROM A DUG-OUT.

From the moment when a prisoner surrenders on the battlefield, he passes through various stages, including an examination of his papers and personal possessions for purposes of identification, before reaching his final destination. The problem of handling large bodies of prisoners during a big offensive, such as that made by our troops and the French east of Amiens, is in itself one of considerable difficulty. On the first day alone, as announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already

in cages." The particular photographs on this page were taken recently on another part of the British front, in Champagne, but the scenes they show are typical of what takes place on every such occasion. Writing on the first day of the Amiens advance, Mr. Perry Robinson says: "The prisoners so far, on the whole, seem not a bad lot of men, but, like all those we have taken lately, they have only the vaguest notion of how the war is going."

THE VICTORIOUS BRITISH ARMIES ON THE WESTERN FRONT.

BRITISH OFFICE

OUR GALLANT TROOPS IN THE GREAT ALLIED OFFENSIVE.

PHOTOGRAPHS.



THE RETURN FROM ACTION: BRITISH TROOPS WHO MARCHED PAST GENERAL BERTHELOT AND GENERAL SIR H. GODLEY.



WITH A DEAD GERMAN LYING ON THE GROUND: BRITISH TROOPS ADVANCING THROUGH A WOOD.



IN A SHELL-HOLE ON THE EDGE OF A WOOD: A BRITISH OUTPOST ON DUTY.



WITH THE AUSTRALIANS ON THE WESTERN FRONT: AN ANTI-AIRCRAFT POSITION NEAR THE FRONT LINE.



READY FOR THE DESTRUCTION OF A BRIDGE IF REQUIRED: A STORE OF PETROL AND TAR.



THE BLACK WATCH IN THE FIGHTING FOR OF PACKS AFTER



WHERE THE WOUNDED RECEIVED THEIR FIRST TREATMENT: A DRESSING-STATION IN A WOOD.



THE FIGHT FOR THE WOODS NEAR RHEIMS: BRINGING IN A NEWLY CAPTURED GERMAN MACHINE-GUN.



WITH GERMAN PRISONERS AS STRETCHER-BEARERS: BRITISH AND FRENCH WOUNDED COMING IN.



TURNED AGAINST ITS FORMER OWNERS: BRITISH SOLDIERS USING A CAPTURED MACHINE-GUN AGAINST THE ENEMY.



THE WOODS NEAR RHEIMS: A DISTRIBUTION OF PACKS AFTER A BATTLE.



VERY YOUTHFUL WARRIORS: TYPES OF SOME OF THE GERMAN PRISONERS CAPTURED BY BRITISH TROOPS IN RECENT FIGHTING.

A striking feature of the recent great battles on the Western Front has been the close co-operation of all the Allied troops, who have fought side by side in a spirit of friendship and mutual confidence. In addressing the British troops on behalf of the French Army, General Berthelot said: "Your French comrades will always remember with emotion your splendid gallantry and your perfect fellowship in the fight." Most of the photographs here given were taken during the fighting near Rheims towards the end of July. "Certain British divisions," wrote Mr. G. H. Peris, who was with the French armies, "strapping fellows from the Black Watch, and other English and Scottish contingents, have had a modest but useful part in the battle

of the eastern flank. They had only just come up across the Marne to the line midway between Reuil and Rheims--had, indeed, scarcely got out of their motor-wagons. With a French force and some Italian elements at their sides, the British regiments advanced on a front extending from the Rheims high road near Bouilly to the Ardre Valley, near Marfiaux (subsequently captured). The fighting has been most obstinate. To-day a new assault gave us the village of Bouilly and a nest of machine-guns. . . . Among the 400 prisoners are two battalion commanders and nine other officers. The importance of the action is to have pinned down a pretty large force which might have been sent to trouble us elsewhere."

THE UNITED STATES AT WAR.

IV.—WAR LABOUR IN AMERICA.

* By Edward Marshall.

THE war-labour situation in America is very good indeed, and getting better. No serious strikes have happened since Governmental organisation became general, and none are likely to occur. America has been particularly fortunate in the fact that at the head of her most powerful workers' organisation, the American Federation of Labour, she has had Samuel Gompers, sincere patriot, able executive, and, long before his country came into the war, intensely—almost violently—advocating her participation. Every strike which has occurred in any of the Allied countries has distressed this really great commoner intensely. For the agitators who have tried to disrupt industry in his own land Gompers and his chief associates have shown the most earnest scorn; and the American Federation of Labour, under his leadership, has been of great assistance to the Government in its successful efforts to trace and sentence to severe punishment the German agents who have been responsible for the birth of most of the American labour troubles and of all the outrages in American munition-factories. It has been to a considerable extent through such intelligent co-operation that the honest working men of the United States have helped their Government in its successful prosecutions of the prime movers in the infamous I.W.W. movement. So much for the basic patriotism of the American workers.

This has been shown with emphasis in almost every great war-enterprise—most markedly, of course, in the nation's greatest work of all, ship-building. In the ship-yards disturbing agitators have found few sympathisers. In one case the effort to start a strike among the riveters started, instead, that series of competitions among fast workers which began in the United States and spread to this side, speeding up work among all the Allies.

Perhaps the most picturesque development of that American Government control of labour which has been born of the great war necessity began with the start of harvest in the Southern States, and continues as the harvest passes northward. Thus, for the first time, this year's harvests are being gathered with methodical precision, and to a very considerable extent without that waste which hitherto frequently has resulted from labour shortage at some points and labour surpluse at others. All movements of the crop-gatherers were arranged upon a careful schedule; their employment frequently includes transportation from considerable distances.

Every effort has been made to impress upon the American public mind a sense of its responsibility for the food supply of its Allies, as well as for that of its own soldiery in France and elsewhere. The result of all this careful forethought is that the bumper harvests which seem to indicate that Kaiser Wilhelm is in error when he announces that God sides with the Germans are being gathered, threshed, transported, and warehoused for despatch across the sea or to American points with a speed hitherto undreamed of, and at a cost, despite high

wages and other great expense inseparable from the abnormal times, much lower than usual.

And waste, for the first time in the history of an American harvest season, seems to have been practically eliminated. Even the perishable fruit harvest has been handled with a minimum—an extraordinary minimum—of spoilage. When this fact is considered in connection with growing tonnage, it leads to the conviction that food prices presently will somewhat decrease.

The Government control of hiring of unskilled labour began throughout the United States on Aug. 1. This was designed especially to strengthen industries other than agricultural which are of a nature tending to make their operation help or hinder the fighting forces of the United States and

scramble which so often has accompanied sudden demands for labour on large scales. Competitive bidding for unskilled labour in the past has been a fruitful source of waste, and has tended to keep workers constantly upon the move, greatly to their own and to the public's loss.

The general labour situation in the United States is now wholly in the hands of the War Labour Policies Board, of which a very able citizen, Felix Frankfurter, is head. It became apparent very early in America's war experience that, unless every industry in the whole land worked in unison with every other, disaster to everyone concerned would be inevitable. Indeed, in a considerable measure disaster came, and the whole cause of the Allies suffered. As Mr. Frankfurter declared, Government department had competed against Government department for materials and men, munition-factory had competed against munition-factory, shipyard against shipyard, war industries in general against farms.

It was to prevent such episodes that the President made the Secretary of Labour National Labour Administrator, his task being to synchronise the country's labour with its labour needs. This Board consists of "representatives of all Governmental agencies responsible for the production of the necessities of the war"—representatives of the Army, the Navy, the Shipping Board, the Emergency Fleet Corporation, the Fuel Administration, the Food Administration, the War Industries Board, the Railroad Administration, and the Department of Agriculture. It meets weekly to consider problems as they may arise, and has extraordinary powers. Its members are among America's greatest industrialists; it includes the Vice-President of the American Federation of Labour, and one University Professor notable as an industrial economist.



A SHIPPING FEAT IN WHICH BRITAIN HAS SHARED LARGELY: THE TRANSPORT OF AMERICAN TROOPS—THE FIRST SIGHT OF FRANCE.

American troops on board the "Leviathan" (formerly the "Vaterland," now converted into a transport) are here seen taking their first look at France on arrival at a base port. Sir Joseph Maclay, the Shipping Controller, recently stated that, of the million and more United States troops so far brought over, about three-fifths had been carried in British ships.

U.S. Official Photograph.

its Allies. At present this Government control applies only to common labour employed in plants each using more than one hundred men, but the Government has announced its intention to extend the operation of the plan later to skilled labour. When this extension is complete, the Government will control—somewhat indirectly, but still sufficiently to prevent any dislocation from whatever cause—the industrial effort of not less than thirteen million men and women.

The scheme does not contemplate compelling any man to take work which he does not wish to take, nor any employer to hire men whom he does not wish to hire; but it does provide a system of rationing for large employers which will allot them labour, at a time of scarcity, exactly in proportion to the importance of their output in the great task of helping to win the world-war.

The first two months' call for unskilled labour under this system was for about five million recruits. It was promptly met, without a sign anywhere in the United States of that wasteful

By common agreement, the various States have subordinated all their public employment organisations to the decisions of this Board; but the State remains the unit. Branch offices radiate from the central State offices, and groups of States have been formed into such districts or zones as have seemed logical.

Through co-operation with other agencies, the Board will be enabled to enforce its mandates in the most picturesque and effective manner by withdrawing from rebellious employers their supply of raw materials, of coal, of transportation for their products. All this can be done without any Court procedure, and, obviously, will be quite sufficient to accomplish the desired result.

Among the manifold activities under consideration by this unprecedented organisation is the equitable standardisation of wages and conditions of labour. So, for these and many other reasons, America looks forward with confidence to her war-labour probabilities.

THE GREAT BRITISH AIR OFFENSIVE: PREPARATIONS FOR NIGHT-BOMBING.

GERALD PHOTODUPLICATION



AND TO BE SHIPPED ON GERMAN MARITIME CANALS AND RAILWAYS FOR NIGHT'S OPERATIONS—SAND & BRICK BARRIERS, TRENCHES.



A BRITISH BOMBING MACHINE ABOUT TO START ON A NIGHT RAID: A PHOTOGRAPH BY SEARCHLIGHT.

The Royal Air Force has taken a great and increasing part in the battles on the Western Front. Its contribution to the Amiens victory consisted not only in fighting and reconnaissance work by day, but also in constant night bombing raids over the German lines. A typical account of its work was given in a British official communiqué of August 11, which stated: "On August 10 there was intense fighting in the air, mainly over the battle-area. Forty-one enemy machines were destroyed during the day, and 20 were

driven down out of control. Twelve of our aeroplanes are missing. Twenty-three and a-half tons of bombs were dropped by our airmen in the course of the day, and no less principally upon bridges and stations in the Somme Valley, during the following night. The work of reconnaissance and observation for artillery fire was carried on along the whole front, while co-operation with the other arms has been continued. The small arms ammunition fired upon retreating enemy troops and transport has broken all recent resistance.



"AS TO A FEAST": AMERICAN TROOPS ON THEIR WAY TO THE FRONT.

This drawing, which shows the scene one Sunday at a station in the suburbs of Paris as a troop-train passed through conveying American soldiers to the front, recalls the recent words addressed by General Mangin in his Order to the 3rd American Army Corps, regarding their share in the great counter-offensive. "You went to the battle,"

he said, "as to a feast. Your magnificent dash overthrew and startled the enemy, and your indomitable tenacity stopped the return attack of his fresh divisions. You have shown yourselves worthy sons of your great country, and you have won the admiration of your comrades-in-arms."

FROM THE DRAWING BY J. SIMONT. COPYRIGHTED IN THE UNITED STATES AND CANADA

BOURLON WOOD: AND ENEMY SMOKE-SCREENS: R.A.F. PHOTOGRAPHY.

BRITISH OFFICIAL AIR PHOTOGRAPHS.



A SCENE OF MUCH FAMOUS FIGHTING ON THE WESTERN FRONT: BOURLON WOOD AND THE SURROUNDING COUNTRY PHOTOGRAPHED FROM THE AIR.



ENEMY ATTEMPTS TO CONCEAL HIS GUN-POSITIONS BY SMOKE-SCREENS FRUSTRATED BY THE CAMERA: AN R.A.F. AERIAL PHOTOGRAPH.

These remarkably interesting photographs taken over the enemy's lines by observers of the Royal Air Force illustrate various ways in which air photography helps the work of the artillery and the bombing aeroplanes. Aerial photography, indeed, is an important element in the revolutionising of military methods which the development of aviation has

brought about. It reveals with ruthless accuracy and in clear detail every new work of construction and disposition which the enemy undertakes on and behind his front, and the side which holds the mastery of the air naturally gains thereby an immense advantage. The photographers of the R.A.F. flying over the German lines opposite the

[Continued on page 189]

AN OBLITERATED VILLAGE; AND ENEMY HUTMENTS: R.A.F. PHOTOGRAPHY.

BRITISH OFFICIAL AIR PHOTOGRAPHS.



AN ENEMY-HELD VILLAGE BEFORE AND AFTER A BRITISH BOMBARDMENT: TWO R.A.F. PHOTOGRAPHS—THE LATTER SHOWING COMPLETE OBLITERATION.



A FINE TARGET FOR AIR BOMBS AND MACHINE-GUN FIRE LOCATED. AN R.A.F. PHOTOGRAPH OF ENEMY HUTMENTS TAKEN FROM A LOW ALTITUDE.

Continued.

British front have obtained for our commanders invaluable information regarding the position of enemy guns, trenches, railways, ammunition-dumps, aerodromes, and hutments. Such information is not only of immense use to the British artillery, but also to the bombing sections of the R.A.F. itself. The photographers can supply the bombers with

detailed studies of their objectives, such as aerodromes, factories, or railway junctions, their surroundings, and the routes by which they may be reached. Often, too, photographs are taken during a raid, showing the bombs actually falling and bursting, or after it, thus demonstrating its results. Two-seater aeroplanes are usually employed.

SCIENCE JOTTINGS

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.

CERTAIN writers—in pursuit, apparently, of the laudable object of making our flesh creep—have lately put forward the theory that the population of the earth is increasing beyond the earth's capacity to provide for it, and that something or other will come to a stop at a time (but at least two to seven centuries). Sir William Osler, as has been shown over and over again in this column, said the same thing more than twenty years ago, and defended it by arguments better founded and reasoned than a good many now brought forward in its support. Such ideas are by no means new, although they have generally been advanced on religious rather than on scientific grounds. In the year 1000 A.D., for instance, Western Europe was so convinced that the world was coming to an end that even the rich left their possessions in view of the approaching end of the world, and the churches, into which the poorer part of the population flocked daily in such numbers that the fields went untilled and a serious famine was produced. Even some fifty years ago, poor Dr. Cumming used weekly to appal the souls of his congregation with the prospect of a speedy end of all terrestrial things; and many worthy people used to exercise their minds with speculations as to whether Napoleon III. was or was not the Antichrist whose coming was to herald the Last Judgment. None of these speculations, however, prevented them from making good provision for the immediate future in the way of investments, removal of leases, and the like, and the change from what occurred nine centuries earlier may be held to mark the world's advance towards a saner view of the future.

Now the scientific standpoint which seems to have succeeded the religious way of looking at such things is based on the assumption that everything will go on as before, and that the human race possesses no power of adapting itself to its environment. The population of the earth, it says in effect, increases at a certain fixed rate which we may call x ; while the area under cultivation has already nearly reached its limit, and can therefore only produce an amount of food which we will call y . Hence in time the natural increase of x will catch up and outpace the stationary y , and the race will be doomed either to complete extinction or to a furious competition and struggle for the bare means of subsistence to which the battles of Swift's Yahoos will be peace and plenty. The only remedy that

THE END OF THE WORLD.

these prophets of ill think likely to avert this consummation is the voluntary limiting of the increase of the population—a subject which cannot be gone into here.



THE SCIENCE OF MILITARY COMMUNICATIONS: A BRITISH TELEPHONE AND TELEGRAPHY SECTION LAYING WIRES ON THE OISE FRONT. (French Official Photograph.)

This view, however, seems to the present writer to be in the last degree unscientific, if science be taken, as it should be, as connoting exact knowledge based upon ascertained fact. Before ever the wheat-plant grew wild in its first home in Mesopotamia, because the Land-between-the-Rivers was

still under the ice-cap, a high civilisation had already sprung up, as archaeologists tell us, in the mountains of Elam. Yet the makers of this civilisation must have fed upon something, and this something was certainly not wheat. If the thing which shall be is the thing which has been, therefore, we may be sure that, if the population increases, the means of subsistence will increase with it, and that some new food will be discovered which will be as superior in nourishment and portability to wheat as wheat was to the acorns and nuts upon which, according to classical tradition, the first civilised being subsisted.

What this will be it would at present be idle to guess; but, after all, a great part of the world's inhabitants live not upon wheat, but upon rice, and, with the application of experimental science to agriculture, we may confidently hope for a cereal which can be easily grown in latitudes extending far to the north and south of the present limited wheat belt.

Nor has the last word been said in the cultivation of wheat itself. The Cambridge experiments have shown that varieties of wheat can be produced differing as widely from the staple British type as a mastiff does from a Pekingese lap-dog, and that with a little care almost every species of soil could be fitted with a cereal plant suited to it. With such help, the increasing production of cereals might easily catch up, and even overpass, the increase of population.

Nor must we neglect the question of portability—or rather, of transport. Even now, the world's supply of cereals would probably be insufficient if we had no other means of carrying the

crop from the more fertile areas to the less fertile than the pack-animal and the slow-sailing wheat-ship. Railways and steamers have made this operation so easy that Argentine wheat reaches our markets in less time than the Egyptian formerly took to arrive in Rome. Yet what may we not hope from transport by aeroplanes which fly at from one to two hundred miles an hour, cost comparatively little to build, and require no huge outlay for maintenance of permanent way or thousands of "hands"? It is from this quarter that salvation may most hopefully be looked for; and, even if it disappoints us, we may be sure that the resources of civilisation are not so near exhaustion as our croakers would make out.—F. L.



WAYS OF COMMUNICATION ON THE OISE FRONT. A MOUNTED MAN OF A BRITISH TELEPHONE AND TELEGRAPHY SECTION AT WORK AMONG FRENCH GRAIN CROPS. (French Official Photograph.)

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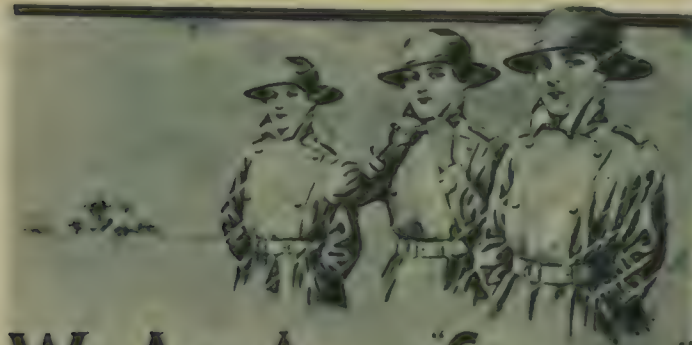
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LIEUTENANT E. K.
REYNOLDS.

Canadian Infantry and R.A.F.
Elder son of Mrs. E. K.
Reynolds, Calgary, Canada.
Killed while flying.



LIEUTENANT M. S.
WILKINS.

Gloucester Regiment. Only
son of Mr. and Mrs. W.
Sydney Wilkins, late of
Clifton.



CAPTAIN E. H. COMBER
TAYLOR.

Royal Air Force. A very promising young
airman who gained rapid promotion. Has
been officially reported as having been killed
while flying.



LIEUT. R. B. MARRIOTT-
WATSON, M.C.

R. Irish Rifles. Only son
of Mr. H. B. Marriott-
Watson, the well-known au-
thor.



LIEUTENANT T. N.
BUCKINGHAM.

Devonshire Regiment. Son
of Prebendary F. F. Buck-
ingham, Devonshire. Officially
reported killed in action.



CAPT. R. C. MACPHERSON.
R.F.A. Youngest son of the late
Sir J. Molesworth Macpherson,
C.S.I., and of Lady Macpherson,
of Creag Dhu, Onich, Inverness-
shire. Died of wounds.



COMMANDANT MRS. V. LONG,
Q.M.A.C. Drowned, it is pre-
sumed, on the torpedoed trans-
port "Warilda." Mrs. Long,
with Mrs. Burleigh Leach, founded
the Corps.



LIEUT. G. L. DREWRY,
V.C.

Royal Navy Reserve. Won the
Victoria Cross at the landing at
Gallipoli. Has been accidentally
killed on active service.



CAPT. C. GORDON-
BELL.

Royal Air Force. Killed
in a flying accident in
France while testing a
new machine. He was
one of the earliest
English airmen, and
well known for his skill
and courage.



MAJOR J. C. CALLA-
GHAN, M.C.

Royal Air Force. Had
been awarded the Mil-
itary Cross for conspic-
uous courage and gallan-
try on active service.
Officially reported as
having been killed
while on active service.



CAPT. CHARLES DAVID DANBY,
M.C.

R.A.F. One of the first to take
photographs over the enemy's lines.
Killed in an accident while flying.
Awarded the M.C. for a daring flight.



COL. PERCY EDWARD LEAHY.

York and Lancaster Regt. Son of Mrs.
Charles Leahy, of Ballycarty, Tralee, Co.
Kerry. Served in Gallipoli and Egypt. Men-
tioned in despatches.



2ND LIEUT. BASIL A. CECIL
MORGAN.

Hampshire Regt. Son of Lieut.-Col.
Cecil Buckley Morgan, D.S.O., Dur-
ham Light Infantry. Previously
reported missing; now reported killed.



CAPT. H. L. GROGAN,
M.C.

Worcester Regt. He was
recently awarded the Military
Cross for gallantry in the
field.



CAPTAIN O. R.
LLOYD.

King's Own Yorkshire Light
Infantry. Son of Major T. E.
Lloyd. Has been officially
reported killed in action.



LIEUTENANT B. H.
QUINE.

The Black Watch. Has been officially
reported by the authorities as having
been killed while on active service.



CAPT. H. M. MACINTOSH.

Argyll and Sutherland High-
landers. The well-known
Cambridge "Blue." Son of
Rev. Dr. and Mrs. Macintosh,
Alloa.



2ND LIEUT. ALFRED
PRÆTORIUS.

Royal Field Artillery. Killed
in action. Saw service in
the Boer War and native
rebellion.

NUTRITION NOTES.

*On using Milk to
best advantage.*



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To help out the sugar ration,
cook fruit and puddings with-
out sugar.

Serve with Bird's Custard,
which if made with two good
tablespoonsful of sugar, is
sufficient sweetening.

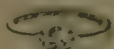
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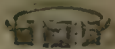
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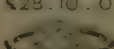
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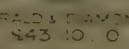
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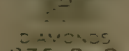
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LITERATURE.

A Voice from
the Austrian
Ranks.

Several books have appeared from time to time on the Russian invasion of Galicia and the subsequent Carpathian campaigns—all written from the Russian standpoint and side, by accredited British war-correspondents with the Russian Army. They described the fine doings of the Russian Army while it existed as a fighting force. On the other hand, until the present appearance of "With the Austrian Army in Galicia" (Skeffington) no account from within has been given to the world of what was taking place meanwhile on the other side. The book under review deals with life in the ranks of the repeatedly hammered and badly beaten Austro-Hungarian troops. The narrative, furthermore, makes a timely appearance just now for the remarkably interesting and instructive sidelight that it incidentally throws on the daily life and opinions of the rank-and-file of the Emperor Karl's composite armies still in the field—the Austrian troops who are confronting our own forces

describes as an officer in the Austro-Hungarian Army. He is of Roumanian nationality, and was compelled by his domicile in Hungary in 1914 to serve with a Honved regiment of the line. At the outbreak of the war he was secretary of the "Society for Roumanian Culture in Hungary." From the outset, as M. Taslauanu shows plainly on every page, he made no secret to his comrades and immediate superiors that his life's hope was to see Roumanian Transylvania ultimately freed from the Hungarian yoke. He even told them that he frankly regarded the Austrian defeats as really victories for his nation. M. Taslauanu's day-to-day accounts of his campaigning experiences and life, his comrades, and the higher Austrian officers, with numerous battlefield adventures, related in picturesque and graphic detail as an eye-witness's record, make up an arresting and highly attractive tale, and one that is palpably genuine and reliable in particulars. After suffering severe hardships and various

indignities at the hands of certain of his Austro-Hungarian superiors and over-lords, he was able to get across the frontier into Roumania and so cast off his servitude. He wrote the present book on regaining his liberty with the aim of not only presenting a picture of life in the Austro-Hungarian Army, but also of bringing before the world at large testimony as to the oppressive treatment to which the hapless Roumanian inhabitants of Transylvania, who have been conscripted and compelled to fight in the ranks of the Austrian armies, are daily and hourly being subjected at the present time.

"The Far East
Unveiled."

Mr. Frederic Coleman, whose very alert book, "Japan Moves North," was reviewed by us recently, amplifies some of its most fascinating topics in "The Far East Unveiled" (Cassell). The subject of this new volume is nothing less than the real mind of Japan, with special reference to China and the Pacific—in other words, Mr. Coleman attempts to discriminate Japan's true purpose

there from her speech and action during the war, both of which have been open to various interpretations. This he does chiefly through interviews with leading politicians

and publicists in the country itself. He has had excellent opportunities for acquiring information, and tenaciously took advantage of them—with an amusing, pertinacity overcoming the Oriental habit of evading matters the interviewed one was not inclined to by loquacity upon



ENGAGED: MAJOR HAROLD EATON HART, M.C., R.F.A.—
MISS JEANNETTE DESCAMPS.

Major Harold Eaton Hart, M.C., R.F.A., is the youngest son of Mr. George Eaton Hart, the General Manager of St. Clement's Press, Portugal Street, W.C. Miss Descamps is the younger daughter of M. C. Descamps, of the Rue de la Boétie, Paris.

Photographs by Beresford.

others the interviewer had no mind to. The result is that his pages seem to come red-hot from a direct and personal discussion, and are at once vivid, entertaining, and authentic. That they relate to the events of 1916, and that much has happened since then—particularly America's entry into the war, and her vast military effort in consequence—to modify the possible secret ambitions of Japan, does not lessen the significance of Mr. Coleman's comments and conclusions about her policy. On the contrary, it only gives these point. He is nothing if not candid about the Japanese. Their intentions in China, the Five Groups Demands, the Open Door in Manchuria, their inefficiency in industrial organisation, and reputed crookedness throughout the East in commerce, are dealt with very faithfully by him. Nevertheless, the main result of his study of actual conditions is a belief that a new mind has appeared in Japan which enables her to see that her future depends on her abstention from grasping the momentary advantages offered her by a war absorbing the world's attention elsewhere.

AN INTERESTING WEDDING: MISS LOUISE BOWDEN—
CAPTAIN JOHN TANNER.

Much interest was displayed in the recent wedding of Capt. John Tanner, son of Sir Henry Tanner, C.B., I.S.O., and Miss Louise Bowden, who is a daughter of Sir Frank Bowden, J.P., F.R.C.S., who is the founder of the well-known Raleigh Cycle Company, and is also extensively engaged in the manufacture of munitions.

in Italy in co-operation with the Italian main armies, and the French and Americans. The author, then a Lieutenant Octavian C. Taslauanu, went through the campaigns he



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Rhymes of the Times.

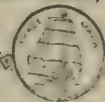


Now Simon met another
pieman,
Coming from the fair;
Said Simple Simon to
that pieman,
"Let me taste your ware."
The pieman said to
Simple Simon,
"Pie-vending does not pay.
A charming soap I sell
instead—
It's 'PRICE'S
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PRICE'S COURT BOUQUET COMPLEXION SOAP

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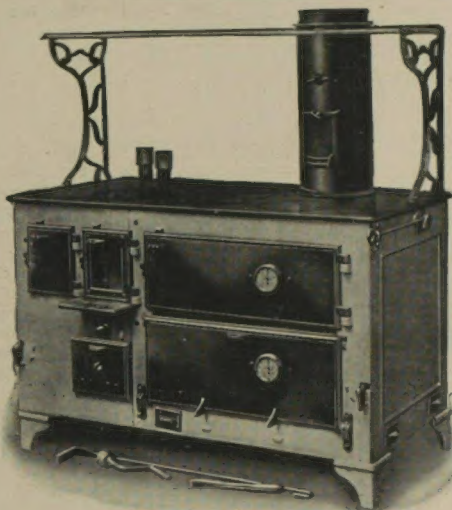
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THE CHRONICLE OF THE CAR.

Under the regulations made by the Motor Spirit and Gas Restriction of Licenses. Order a new set of offences in connection with the driving of cars has been constituted, and neither the motorist nor the Courts appear to have any



ANTI-STRIKERS: LOYAL MUNITION-WORKERS.

Our photograph shows a big gathering of women munition-workers at Messrs. E. A. Vandervell's works, unanimously manifesting their loyalty at a meeting for explaining the evil effects of strikes.—[Photograph by General Press Organisation.]

clear idea of whether convictions under these Orders are endorsable on the driving-license. The Motor Car Act lays down clearly that a conviction for any offence except that of a first or second breach of the speed-limit enactment *must* be endorsed on the license. No discretion is left to the convicting Bench, since the mandatory "shall" is used, in place of the permissive "may." As the Act specifies that the application of the clause is to mean any offence in connection with the driving of a car, it would almost seem to follow that a conviction for a breach of the aforesaid Orders would carry with it the necessity for endorsement. That appears to be the view of some tribunals; but others disagree, and refuse to endorse for them. In one recent case the novel plea was advanced that the statute which directed endorsement referred to endorsement of offences which could be in the view of the Legislature at the date of its passing, and could not, therefore, apply to a new offence of an entirely different class. Apparently, the argument carried weight with the Bench, since the summons—which was one for refusing to produce

the license for endorsement—was dismissed. In a way, it is rather a pity that the Bench did not decide to convict, because the defendant had resolved, in case of the finding being against him, to appeal to the Divisional Court, and we should thus have had a final ruling on the points of law involved, and have avoided the present chaotic state of things, in which it is entirely a lottery whether a conviction under the Orders carries an endorsement or not. It would not be altogether a bad thing if the High Court decided against the motorist, since it is fairly certain that very shortly after the return of peace the whole of our motoring legislation will come up for reconstruction; and, the more anomalous it can be proved to be, the better chance there will be of getting it improved. True, it would add another hardship to the lot of those unfortunate enough to fall under the law; but it would be a temporary one at worst—and would help the common cause.

On Motor Schools.

The great demand for women drivers in the Services, and the attractive nature of the work, has caused a great number of aspiring girls and women to take to motor-driving as at least a temporary profession. This has had the effect of booming the many motor instruction schools which

have sprung up in London and all the great provincial centres. It seems to me that, if only a part of what I hear is true, a very strong word of warning to the aspirant is necessary. There are schools and schools. Some of them give an excellent course of tuition, at the end of which the pupil of average intelligence is thoroughly capable of driving and of effecting the ordinary roadside and running repairs essential for keeping the car going. They turn out their pupils as well-qualified drivers. On the other hand, there are schools of the "garage" type, whose proprietors appear to have no other object in life than to get hold of the pupils' money. A girl enters one

of these "schools," and is at once set on to work that in the ordinary way is done by labourers, such as scraping carbonised cylinders and pistons, in the course of which she picks up enough garage jargon to persuade her and her people that she is really making substantial progress. She is taken out on some ramshackle old car—generally one belonging to a customer which is in for overhaul—taught the elements of steering and gear-changing, and is passed out at the end of two or three months with a glowing certificate of competency which has precisely the value of the paper on which it is written. I came across a case in point the other day of a girl who had been through such a "course," and held a certificate as a "fully competent mechanic." I put a few elementary questions, which she was absolutely incapable of answering, and, going a little farther, I soon discovered that her knowledge of a car was exactly nothing. She could drive reasonably well—and that was all she had learnt in three months in consideration of a heavy fee for tuition. And this, I know, is only one of a large number of such cases of daylight robbery—for it is nothing else. My advice is that some of these garage schools should be avoided like poison. There are plenty of reputable schools, holding the R.A.C. certificate as a guarantee of their bona-fides, and these are the only ones that should be touched.

W. W.



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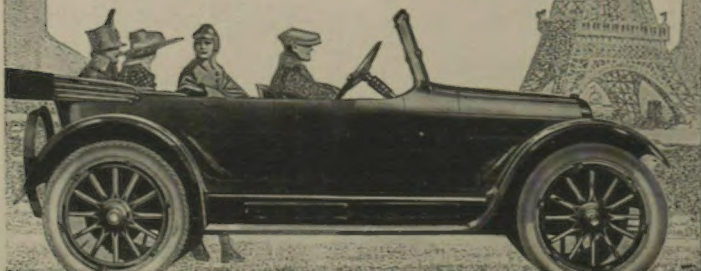
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CORRESPONDENCE COLUMN, Page 468, May 11.

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(May 11 issue)

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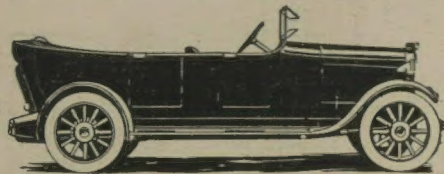
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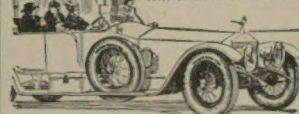
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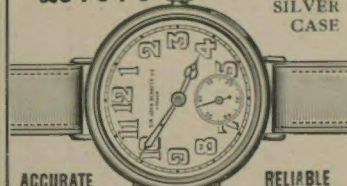
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